aircraft parts. These were confiscated and the matter reported to competent authority. No other incident has come to notice at the Safdarjung Airport.

Discrimination in the service conditions of Air hostesses

2873. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the directive issued by Government *vide* AV 18022/23/88-ACIA dated 16th October, 1989 stipulates that like the male cabin crew the Air hostesses should also be allowed to serve till the age of 58 years; and

(b) if so, whether that directive mean Air hostesses will not be grounded at the age of 45 years?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Air hostesses in Indian Airlines can perform flying duties till the age of 58 years while in Air India they can undertake flight duties upto the age of 45 years only. The Corporation has taken this decision keeping in mind the long and arduous nature of duties on international flights. However, the issue of ground duties after the age of 45 years in case of Air hostesses of Air India is subjudice.

Review of use of computerised navigation system for A-320 aircraft

2874. DR. SANJAYA SINH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the French Government have recently recommended that airlines using the airbus A-320 should review how they use a computerised navigation system that malfunctioned abroad a jet landing in Bordeaux in France recently as per the news item entitled Faulty Airbus-320 navigation system French Government puts Airlines on Alert, which appeared in the 'Pioneer' dated 14th February, 1992;

(b) whether his Ministry also propose to direct both Air India and Indian Airlines to have a similar review of their Airbus A-320 aircraft;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) On the advice of DGAC, France, DGCA, India has advised Indian Airlines to review operating procedures for VOR and DME to ensure that they satisfy the following critera:—

1. Display of the VOR raw data which is used for flying the approach on one of the two ND (Navigation Display) in ROSE/VOR mode.

2. Display of the navigation track generated by the FMGS on the other ND in ARC or ROSE/NAV mode.

3. Selection on both ND of VOR1 and VOR2 bearings (VOR1 and VOR2 switch on). If an NDB navaid is necessary for performing the approach, it may be displayed on one ND in lieu of one VOR pointer.

Before reaching the MDA and in the absence of appropriate visual ques, the final approach must not be initiated or must be interrupted in the following cases :

- — any difference of bearing between VOR1 and VOR2
- — VOR indication oscillation by more than 1/2 dot
- — cross track error of more than 0.5 NM between VOR course and FMGS computed track.

Use of a selected guidance mode (AP or FD)

(d) Does not arise.

Repairs of A-310 aircraft by Air bus industry of France

2875. SHRI SURESH KALMADI: SHRI SHANTI TYAGI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state.

(a) whether it is a fact that the Air bus industry of France the manufacturer of Air bus 310 Aircraft have quoted 54,000 dollars for repairs per aircraft following corrosion into the main bulkhead of the aircraft;

(b) wheather it is also a fact that the Hindustan Aeronautic Limited have